

**Resolution #TC-2022-01-07**

Approving an updated Local Distribution Formula allocating local funding to Transportation Planning Regions for the Multimodal Transportation and Mitigation Options Fund.

**Approved by the Transportation Commission on January 20, 2022.**

**WHEREAS**, Colorado Revised Statutes 43-4-1103 requires the Transportation Commission establish a formula for disbursement of the funds allocated in the Multimodal Transportation and Mitigation Options Fund for local multimodal projects, based on population, transit ridership and other criteria; and

**WHEREAS**, the Commission previously adopted a Local Distribution Formula in June 2019 under TC Resolution 19-06-05; and

**WHEREAS**, Colorado Senate Bill 2021-260 enacted certain changes to the Multimodal Transportation and Mitigation Options Fund program, expanding its goals to improve access to an integrated multimodal transportation system for Disproportionately Impacted Communities, making its funds eligible for projects that mitigate the effects of transportation on Greenhouse Gas emissions, and also provides annual funding to the program; and

**WHEREAS**, statutes also require the distribution formula be developed in consultation with the Statewide Transportation Advisory Committee, the Transit and Rail Advisory Committee, transit advocacy organizations, and bicycle and pedestrian advocacy organizations; and

**WHEREAS**, an Advisory Committee consisting of representatives of the Statewide Transportation Advisory Committee, the Transit and Rail Advisory Committee, Bicycle Colorado, Walk Denver, Colorado State Unit on Aging, Colorado Commission on Aging, and Denver Streets Partnership convened in October 2021 to review the distribution formula; and

**WHEREAS**, in consultation with the Colorado Department of Transportation, the Advisory Committee recommended an updated Distribution Formula that more closely aligns its criteria with the expanded goals of the program under Senate Bill 2021-260, replaces certain existing criteria with more reliable and valid criteria and updates the formula to the most recent year's available data; and

**WHEREAS**, Senate Bill 2021-260 transferred federal stimulus revenues to the Fund in the amount of \$146,840,000 according to Colorado Revised Statutes 24-75-219(7)(a)(II) and also State surplus revenues in the amount of \$108,100,000 are anticipated to be transferred to the Fund in June 2022 according to Colorado Revised Statutes 24-75-219(7)(f)(I); and

**WHEREAS**, the local portion of the program funds, less any set-aside by the Transportation Commission for related administrative program expenses, in the amount of \$212,365,020, may be made available by distribution to the Transportation Planning Regions for awards to selected eligible projects; and

**NOW THEREFORE BE IT RESOLVED**, that the Transportation Commission adopts the Distribution Formula in Appendix A, which allocates the aforementioned local funds to Colorado’s Transportation Planning Regions, and which replaces the formula adopted under TC Resolution 19-06-05; and

**NOW THEREFORE BE IT FURTHER RESOLVED**, that this Distribution Formula may be revisited prior to the allocation of subsequent amounts of program funds and adjusted or amended as needed or desired by the Transportation Commission.

Herman  
Stockinger

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Herman Stockinger, Secretary  
Transportation Commission of Colorado

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Date

**MMOF Local Distribution Formula and Allocation**  
**Includes FY22 ARPA (federal) and FY23 State surplus funds**  
**Adopted January 20, 2022**

	TPR Name	Pop 2019	School Aged Pop	DI Pop	Disabled Pop	Pop 65+	Zero vehicle HH	Revenue Miles	Unlinked Trips	Jobs	Bike Crashes	Ped Crashes	Alloc%	Allocation\$
<b>Urban (81%)</b>	Pikes Peak Area	12.3%	13.1%	11.7%	13.8%	11.2%	9.7%	5.5%	2.6%	10.0%	7.6%	10.6%	8.90%	\$18,898,912
	Denver Area	57.7%	58.1%	58.2%	50.4%	52.8%	63.0%	69.4%	78.9%	64.3%	65.9%	70.1%	60.04%	\$127,502,541
	North Front Range	8.9%	8.9%	7.2%	8.2%	8.7%	7.5%	3.9%	4.1%	8.0%	13.6%	7.0%	7.28%	\$15,457,986
	Pueblo Area	3.0%	3.0%	4.8%	5.4%	3.9%	4.4%	1.3%	0.6%	2.3%	2.2%	3.3%	2.60%	\$5,526,588
	Grand Valley	2.7%	2.6%	2.4%	3.9%	3.6%	2.6%	1.0%	0.6%	2.6%	4.0%	2.2%	2.18%	\$4,629,639
<b>Rural (19%)</b>	Eastern	1.5%	1.5%	1.1%	1.7%	1.9%	1.3%	0.1%	0.03%	1.0%	0.2%	0.3%	1.50%	\$3,190,010
	Southeast	0.8%	0.8%	1.6%	1.5%	1.1%	1.4%	0.3%	0.06%	0.6%	0.1%	0.2%	1.26%	\$2,674,866
	San Luis Valley	1.2%	1.1%	1.8%	2.0%	1.7%	1.7%	0.1%	0.01%	0.9%	0.5%	0.3%	1.65%	\$3,495,635
	Gunnison Valley	1.8%	1.6%	1.9%	2.5%	2.9%	1.7%	5.9%	3.53%	1.4%	1.1%	0.8%	2.88%	\$6,117,086
	Southwest	1.7%	1.5%	1.4%	2.0%	2.4%	0.8%	0.9%	0.32%	1.6%	0.8%	0.9%	1.86%	\$3,951,535
	Intermountain	3.0%	2.9%	3.4%	1.9%	2.8%	1.6%	9.4%	7.90%	3.5%	2.1%	2.0%	3.95%	\$8,390,443
	Northwest	1.1%	1.0%	0.8%	0.8%	1.2%	0.8%	1.1%	1.24%	1.1%	0.6%	0.4%	1.14%	\$2,413,856
	Upper Front Range	2.0%	2.0%	1.7%	2.4%	2.4%	1.3%	0.7%	0.06%	1.4%	0.6%	0.8%	2.11%	\$4,473,819
	Central Front Range	1.8%	1.4%	1.4%	2.6%	2.7%	1.3%	0.3%	0.05%	1.0%	0.5%	0.6%	1.99%	\$4,236,591
	South Central	0.4%	0.3%	0.7%	0.8%	0.7%	1.0%	0.2%	0.02%	0.3%	0.1%	0.2%	0.66%	\$1,405,513
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>\$212,365,020</b>
	<i>URBAN Formula wt</i>	20.0%	10.0%	10.0%			10.0%	10.0%	10.0%	10.0%	10.0%	10.0%	100%	
	<i>RURAL Formula wt</i>	15.0%	10.0%	15.0%	15.0%	15.0%	10.0%	10.0%			5.0%	5.0%	100%	
	URBAN	POPULATIONS			DISADVANTAGED groups			TRANSIT		OTHER				
	RURAL	30.0%			20%			20.0%			30.0%			
		25.0%			55%			10.0%			10.0%			